

PROPOSED LATIP IN PRIORITY ORDER - Revised May 1, 2008 Central Alameda County Freeway Study										
ID	Facility	Location	Responsible Agency	Improvement Name	Location	PROPOSED LATIP	Qualitative Score	Interchange Analysis Findings (a)	Total Funding Needed (2007 dollars)	Notes
						Improvements to Mainline				
1	-		Caltrans	Land Disposition Fees	-	✓	-	-	TBD	Actual amount unknown, \$10 million used in calculations.
2	-	Hayward	Hayward	238/Foothill-Mission	-	✓	-	-	\$30,000,000	Subject to concurrent LATIP legislative changes.
3	I-580	Castro Valley	ACTA	I-580/Redwood Road Interchange	Redwood Rd.	✓	9.0	-	\$3,000,000	Total funding needed reflects LATIP funds for contingencies.
4	I-880 I-238 I-580		TBD	Locations to be determined	Sound Walls	✓	-	-	\$10,000,000	
					SUBTOTAL:	\$53,000,000				
I and J	I-880 I-238 I-580		Caltrans/ACCMA	ICM	Adaptive Ramp Metering	✓	10.0	-	\$32,500,000	
					Integrated Corridor Mobility (ICM) Program		10.0	-		
D	I-880	Hayward	Caltrans/ACCMA	I-880 Auxiliary Lanes, Paseo Grande to Winton Avenue	West A Street interchange to Winton Interchange	✓	9.0	-	\$32,500,000	
F	I-880	Hayward	Caltrans/ACCMA	I-880 Auxiliary Lanes, Whipple Road to Industrial Parkway West	Whipple Road to Industrial Parkway West	✓	8.5		\$19,500,000	
-	I-880	County and San Leandro	Caltrans/ACCMA	HOV Project Development (Projects A, B, and C)	-	✓			\$10,000,000	Funds to Prepare PSR
R	Hwy 92	Hayward	Hayward	I-880/Route 92 Reliever - Clawiter/Whitesell Interchange	SR 92/Clawiter Interchange Area	✓	10.0	WB: Yes/Yes* EB: Yes/Yes*	\$52,000,000	Project R, a Measure B project, will be implemented first provided it is sufficiently ready to proceed at the time funding becomes available.
E	I-880	Hayward	Hayward/ACCMA	I-880 /Industrial Parkway West Interchange	Industrial Parkway West Interchange	✓	8.5	NB: Cannot compare; no spillback on new off-ramps SB: Yes/Yes	\$41,000,000	
K	I-880	San Leandro	San Leandro	I-880 /Davis Street Interchange	Davis St.	✓	14.0	NB: No proposed improvements SB: No/No**	\$21,100,000	Total funding needed is for a stand-alone project. Costs are being reviewed for potential savings due to work done under southbound HOV Project (I-Bond)
L	I-880	San Leandro	San Leandro/ACCMA	I-880 /Marina Boulevard Interchange	Marina Blvd.	✓	13.0	Cannot compare; no spillback on new off-ramps	\$33,000,000	Total funding needed is for a stand-alone project. Costs are being reviewed for potential savings due to work done under southbound HOV Project (I-Bond)
G	I-880	Union City	TBD	I-880 /Whipple Road Interchange	Whipple Road	✓	12.5	Did not analyze due to no off-ramp improvement	\$13,500,000	
M	I-880	Hayward	TBD	I-880/West A Street Interchange	W. A St.	✓	13.0	NB: Yes/Yes* SB: Yes/Yes	\$27,000,000	
N	I-880	Hayward	TBD	I-880/West Winton Avenue Interchange	Winton Ave.	✓	10.0	Cannot compare; no spillback on new off-ramps	\$25,000,000	
O	SR 92	Hayward	TBD	Route 92/Industrial Boulevard Interchange	Industrial Blvd.	✓	11.0	WB: No/No EB: No Improvement Proposed	\$6,000,000	
P	I-580	County	TBD	I-580/Strobridge Off-Ramp Modification	I-580/Strobridge Avenue/Castro Valley Boulevard	✓	7.5	WB: Yes/Yes	\$21,000,000	
C	I-880	County and San Leandro	Caltrans/ACCMA	Extend Northbound I-880 High Occupancy Vehicle (HOV) Lanes	C.1 - North of Washington	✓	8.0	-	Total 155,500,000 C.1 64,000,000 C.2 91,500,000	Costs represent extension to north of Davis. An additional \$52,000,000 in 2007 dollars is required to go to Hegenberger.
			Caltrans/ACCMA		C.2- South of Washington (Southern limit is north of Hacienda)			-		
A and B	I-238	San Leandro	Caltrans/ACCMA	NB I-238 connector to NB I-880	I-238 Interchange Improvements (NB I-238 connector to NB I-880)	✓	10.0	NB: No/No SB: Yes/Yes*	\$31,000,000	If Projects A and B are constructed concurrently, the total cost will be \$46,200,000
	I-880	San Leandro	Caltrans/ACCMA	Washington Interchange	Washington/I-880 Interchange		12.5		\$31,000,000	
					TOTAL COST OF ALL PROJECTS:	\$588,800,000				
<b>Notes:</b> Improvements I, J and U not coded into either micro or macro models because they do not contain specifically defined elements that could be modeled. Improvement Q is a baseline project. Improvements H (various undefined on-ramp modifications), S (various undefined improvements to reduce ramp merge/weave conflicts) and T (undefined managed lanes) have been removed from further consideration. Removal of these improvements reduced the total cost of all improvements from \$600.8 million to \$555.8 million. (a) Analysis as to whether or not interchange improvement reduces off-ramp spillback to the freeway mainline as compared to the Baseline condition. * Assumes relatively minor geometric changes to accommodate traffic volumes. ** Revised layout under study										

